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Hongkong, 19th July, 1909.

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## The Daily Press.

HONGKONG, JULY 20TH 1909.

In a brief report of the speech which Lord Curzon, Secretary of State for the Colonies, delivered at the annual dinner of the Corona Club, in London last month, occurs the following paragraph:—"They found the Hinterland of Hongkong eager to extend its sphere of industrial operations by the great railway movement which was taking place in China, the ultimate results of which must be to bring the civilisation of the West into the heart of that great mysterious Empire." The New Territory ceded by what is known as the Kowloon Extension Agreement of 1898 is sometimes referred to as "the Hinterland of Hongkong" but the Hinterland to which Lord Curzon refers is evidently a territory of much greater area, nothing less, in fact, than the southern provinces of China which are to be tapped by the great trunk railway from Hankow to Canton. As regards that part of the Hinterland of Hongkong known as the New Territory, or Kowloon Extension, an area of about 280 square miles only, it cannot be said that much eagerness is yet being shown "to extend its sphere of industrial enterprise." At least, one hears very little of it; but in the older portion of the Colony as well as in the Canton district there certainly are signs of growing eagerness to extend the sphere of industrial operations, and the sooner the New Territory is brought within this sphere the better for the Colony as a whole. Three or four years ago Sir MARSHALL NATHAN in one of his Budget speeches impressed upon the Colony the importance of the maintenance of existing industries

and the creation of new ones. His EXCELLENCY pointed out that with the increase of Dock accommodation in the Far East and the construction of railways to the Treaty Ports, this Colony could not always hope to maintain its past trade preponderance, and he expressed the conviction that if it is to advance at the rate at which it had hitherto advanced it would have to take full advantage for industrial purposes of "the nearly inexhaustible supply of cheap labour that can be attracted to it, and of the convenient sites for carrying on manufacturing businesses which exist in the New Territories." The only development of this kind down to the present that has taken place in this territory is a mining enterprise, but since it was announced in the Legislative Council two years ago that it was apparently advancing beyond the prospecting stage, nothing has happened to again bring the enterprise prominently to the public notice. In addition to this mining enterprise there is another Chinese venture on the north shore of Mira Bay, where silver and lead are being mined. We have heard recent rumours also of the discovery of gold in the New Territory, but whether it exists in paying quantities has yet to be determined. In Old Kowloon we have seen the commencement and unfortunately the speedy extinction of the flour milling industry, and the only other new industry on a large scale that has since been started is the brewing industry. Probably the mention of this will recall to some readers the reference of the cynical SIDNEY SMITH to there being no two ideas more inseparable than Beer and Britannia. "What event," he asked, "is there more awfully important to an English Colony than the erection of its first brewery?" It is a long time ago that the first brewery was started in Hongkong and perhaps the initial attempt to establish this industry was considered more "awfully important" than the subsequent attempts. Certainly there has been no flourish of trumpets about the erection of the latest big brewery at Lai-chikok which started operations a few months ago. A large amount of capital has evidently been put into the venture, and in the interests of the development of the Colony as a manufacturing and industrial centre, we wish the new Brewery better luck than its three or four predecessors in the Colony experienced. Several manufacturing industries on a smaller scale employing the most modern machinery are contemplated by enterprising Chinese in the Colony: while in the neighbourhood of Canton enterprises of considerable importance are developing, one of the latest being the manufacture of fabrics from ramie. Perhaps the creation of new industries in the New Territory is not to be expected until the railway is open, but as the signs of the times point to a great development of manufacturing industries in China, we think the shipping and railway facilities which this Colony will afford for the distribution of produce and manufactures encourages a belief in the future of the Colony as a manufacturing and industrial centre.

The Directors of the Eastern Extension Australasia and China Telegraph Company have declared an interim dividend for the quarter ended March 31 of 2s. 6d. per share, tax free.

The owners of seventeen sampans appeared before Mr. F. A. Haselard at the Magistracy yesterday on the charge of mooring their boats in the junk anchorage at West Point. They were fined \$7 apiece.

A swarm of locusts descended upon Manila last Thursday. They swept in their millions over the various districts, particularly intramuros, and Bagumbayan. They passed in about an hour, and did no damage.

A Tokyo paper states that the girls of the capital "annually consume some ¥50,000 of egg-capsules of the whelk which are mostly produced in the Island Sea and Coast of China. A silkworm factory in Nagano contemplates offering egg capsules for chewing to the factory girls as a means of keeping them from idleness in working hours."

In consequence of the disturbances that have often been caused by the depreciation of the copper coins and the discovery that certain unprincipled merchants have been in the habit of importing copper from abroad to make counterfeit coins, the Shanghai Tael has been written to the Commissioner of Customs to prohibit the importation of copper.

The Prince Regent and the Grand Council have decided to issue instructions to the Viceroy and Governors to superintend the election by the Provincial Councils of a number of gentlemen to serve as probationary members of the Senate on the 1st of the 10th moon, and to order the successful candidates to be all in Peking a month later.

The native who attempted suicide by jumping overboard from the s.s. Onang after she left Singapore on her last voyage was charged before Mr. F. A. Haselard at the Magistracy yesterday. The hearing was adjourned, a constable informing his Worship that he understood Messrs. Jardine, Matheson and Co. had agreed to stip the defendant back to Singapore.

A couple whose raiment consisted of nothing more than a holey pair of trousers was charged before Mr. F. A. Haselard at the Magistracy yesterday with the larceny of a quantity of clothing from a shop at Wanchai. On the evidence his Worship convicted and sentenced the defendant to three weeks' imprisonment with hard labour.

The case in which Lottie Kingsbury was charged with returning from banishment was called on before Mr. F. A. Haselard at the Magistracy yesterday. Detective Cashman informed his Worship that he had been unable to find the defendant, and that he believed she had left the Colony. The hearing was adjourned.

A Chinese girl, 15 years of age, was before Mr. F. A. Haselard at the Magistracy yesterday charged with stealing from her mistress at Kowloon City three gold finger rings, one gold hairpin and one jade stone bangle. She admitted the theft and his Worship, after binding her over to come up for judgment when called upon, ordered that she be taken to the Registrar-General.

Considerable alarm is felt in some quarters in the Philippines over the fact that Hawaiian agents are in the Islands engaging labourers for the sugar plantations about Honolulu. The fear is expressed that this levy upon the already scant supply of labour in the islands will be sorely felt in the districts where workers are most needed. Doubtless the drain will pinch in some sections if the Hawaiian agents succeeded in obtaining the 1,000 per month they are represented as desiring.

The Japan Gazette states that on certain dates this month performances will be given at the Hongo Theatre, Tokyo, by an old man, sixty-seven years of age, named Genshiichi Katada, who claims to have been endowed with the art of magic power from a "sannin" (imaginary being supposed to possess mystic power) in the solitude of the mountainous district in Miyagi Prefecture. The principal performances will, says the Tokyo Press, consist of the striking of a large bell with his head, walking over a bed of fire and the blade of a sword, bathing in boiling water, and other miraculous feats.

The new chief of the London Fire Brigade, in succession to Captain Pamilton, will be Commander Cowper, of H.M.S. Sparadiat, if the London Council adopt the recommendation of the General Purposes Committee. Commander Barlow Valentine de Mornay Cowper, who is forty-four years of age, has had twenty-nine years' continuous service on board men-of-war. He commanded the Plover during the rebellion in the Southern Philippines in 1899, and for his work received the thanks of Admiral Dewey and of the American Government. He was in command of the Plover during the Boxer rising, and made a successful expedition against Chinese pirates in 1900.

Suspicion having been aroused that the Chinese murderer of General Franz Sigel's grand-daughter in New York had escaped to Japan, the Yokohama harbour police instituted searches for the probable culprit on board the China and Minnesota, which arrived there from America on the 6th and 7th respectively, but found no suspicious character among the passengers. It is suspected by the Mainichi Dempo that one of two Chinese passengers who committed suicide by jumping overboard from one of the vessels during the voyage, was the murderer in question. So far as the Japan Gazette knows, there is absolutely no ground for this ingenious suspicion.

Mr. C. W. Fairbanks, ex Vice-President of the United States, and Mrs. Fairbanks have been visiting Peking. They go on from there to Peking and will probably return to Peking to "spend some little time resting and gathering information regarding matters Chinese."

Advice has been received at Shanghai which indicates that there is danger of the Yangtze river overflowing its banks and flooding the Settlements at Hankow. Local firms have been asked the rates for flood risks, but there is a reluctance to accept such business. The level of the river a week ago was 44 ft. 9 in. and the water was still; the godowns are 49 ft. above sea level.

At an extraordinary meeting of shareholders of Messrs. Weeks and Co., Ltd., Shanghai last week a resolution was passed unanimously authorising the directors to create and issue debentures providing for the payment of principal sums not exceeding Tls. 200,000 (Shanghai Sycee) with interest at the rate of 7 per cent. per annum, the debentures to be made redeemable at any time after the first five years and within twenty years of issue.

Complaints have been made regarding the high rents in the French Concession at Shanghai and a number of Chinese firms recently petitioned the Viceroy showing that in these times of trade depression they find it impossible to bear the high rents in the Settlements and that the property owners in the French Concession have absolutely refused to make any reduction, and praying that the Shanghai Tael may be instructed to request the French Consul to persuade the house owners to reduce the rents. Viceroy Tuan Faug has made the following response:—"Considering that exchange is so low and trade so bad in Shanghai at present, what is set forth in your petition is undoubtedly true. You have already petitioned the Shanghai Tael to request the French Consul to advise the house owners to reduce the rents and the Shanghai Tael is hereby instructed to consider the best method of again approaching the French Consul and the Courts with the request that the circumstances be put clearly to the house owners, both foreign and Chinese, and a reduction of the rents be effected in the interests of trade."

TYPHOON ALARMS.  
Typhoon alarms descended on the colony again yesterday. About noon the black cone, point downwards, was hoisted indicating a typhoon to the south of Hongkong, and it was not long before the small craft began to act on the warning. Sampans and junks were seen making their way to shelter, but on this occasion a larger number than usual seemed indisposed to rely on their own efforts and sought the assistance of steam launches. One launch was with notice with fully half a hundred junks and sampans in tow and some of the others had almost as large a number. By night the green, red, green lights were exhibited.

The warning from the Manila Observatory to the American Consulate-General was "July 19 at noon, cyclone or typhoon over north China Sea moving W.N.W."

A NEW SOLICITOR.  
At the Supreme Court yesterday Sir Henry Berkeley, K.C., presented to the Chief Justice an application for the admission of William Blackstone Hind as a solicitor to practice in that honourable court. He said that the papers had been filed in order and the essential fact had been established that the gentleman had been admitted as a solicitor in England by the affidavit of Mr. Holt.

His Lordship admitted Mr. Hind to practice and trusted he would have a successful career.

## TELEGRAMS.

[Projected by the Telegraphic Message  
Copyright Ordinance 1894.]  
[REITER'S SERVICE TO THE "HONGKONG  
DAILY PRESS"]

## THE GARTER DECORATION.

LONDON, July 19th.  
Lord Selborne has been made a Knight of the Garter in succession to the late Lord Ripon.

THE POPULARITY OF  
PRINCE BUELOW.

LONDON, July 19th.  
Prince Buelow, the ex-Chancellor of Germany, on leaving Berlin for his country seat was accorded a tremendous ovation, as his carriage proceeded through the streets of the capital to the railway station.

## ADMIRAL CURZON-HOWE ILL.

LONDON, July 19th.  
Admiral Curzon-Howe underwent a serious operation on Thursday and the latest bulletin announces that he is in a very weak condition.

## THE SITUATION IN PERSIA.

LONDON, July 19th.  
A Russian circular to the Powers declares that the circumstance that the Shah of Persia has taken refuge in the Russian Legation at Teheran in nowise modifies the principle of internal non-interference with the affairs of Persia.

## DEATH OF DON CARLOS.

LONDON, July 19th.  
The death is announced of Don Carlos, Duke of Madrid.  
[Don Carlos was a grand nephew of Ferdinand VII and claimed the Crown of Spain on the ground that Isabella, daughter of Ferdinand VII and Christina, and mother of Alfonso XII, owing to the Salic law, was debarred from the succession. The heir is Don Jaime who is an officer in the Russian Army.]

## PANIC AT A CYCLE RACE.

LONDON, July 19th.  
At a Cycle Race in Berlin the motor which was doing the pacing exploded and was hurled against a stand crowded with spectators, scattering a rain of fire upon them. A score of summer dresses were set alight.

Many of the spectators were so panic-stricken that they jumped over the barrier on to the track and were overrun by competitors in the race, most of whom were thrown and hurt.

Altogether four persons were burned to death and 82 injured, mostly by burns.

## THE NEW SHAH.

LONDON, July 19th.  
The new Shah, whose age is thirteen, has been formally informed of his accession to the throne of Persia.

## KING SISOWATH.

It is reported from Cambodia that all is not well with King Sisowath, whose health is being undermined by rheumatism and other ills. He is a difficult patient with whom to deal, and the French Resident is somewhat uneasy with regard to him.

The King has become neurasthenic; he complains that the dancers of his palace no longer dance as they used to; that the elephants of the palace die one after the other—a bad omen—and that the workers in the royal art palace do not work with good will. The monarch flies into a temper at the slightest provocation, or without any at all.

King Sisowath is also troubled on religious matters. He sent for a French missionary, and it is said, asked what he would have to do to become a Catholic. The populace is ignorant of these facts but the King's entourage is aware of it, and views the situation with uneasiness. The Bonzes are opposed to the conversion of Sisowath, and declare that if need be they will shut him up in one of their convents already being discussed. Sisowath himself desires to be succeeded by his young son Sonphanvong; the Bonzes and the Ministers, however, favour the eldest son of the King, Monivong, an ensign in the French army, at present at Phnom Penh, who is known to be well disposed towards France.

## LOCAL SPORT.

## WATER POLO SHIELD COMPETITION.

LUSITANOS V. ROYAL ENGINEERS.  
A very good game was witnessed at the V.R.C. enclosure last evening when the Lusitano Recreation Club met the Royal Engineers in a shield match and defeated them by two goals to one.

The teams were—  
Lusitanos: R. Carvalho; C. S. Alves and J. M. Lopes; F. L. Roza, E. M. O. Renedios, C. A. Rodrigues and A. J. V. Ribeiro.  
Engineers: McCrory; Goodyer, Barton; Morrish; Coxon, Holmes and Marshall.

A very good game resulted between these teams, the Lusitanos having the advantage so far as the actual swimming went, but falling in arrears when it came to a question of throwing. This was the order in the first half, but in the second it was changed. The smart R.E. keeper was asked to do too much, and there is little wonder that the scene was changed. Roza was successful in first netting for the Lusitanos, and Rodrigues followed with a goal which it was practically impossible to save. The Engineers rallied and Marshall found the net with a clever throw, but the R.E. still remained in a minority and time did not allow them an opportunity to equalise.

Final: Lusitanos, 2; Engineers, 1.

## LEAGUE TENNIS.

CRAIGENGOWER V CIVIL SERVICE.  
Last week and the Craigengower Cricket Club met the Civil Service Cricket Club in the tennis tournament competition, and the former won by nine games. The scores were as follows:—

G. A. Hancock and L. A. Rose beat R. O. Hutchison and J. R. Wood, 6-5; best J. D. Mackenzie and G. A. Woodcock, 8-3; best F. A. Biden and A. G. Pile, 9-2. R. Bass and R. Phillips beat R. O. Hutchison and J. R. Wood, 6-5; lost to J. D. Mackenzie and G. A. Woodcock, 5-6; lost to F. A. Biden and A. G. Pile, 5-6.  
I. A. Rose and J. D. Kinnaird lost to R. O. Hutchison and J. R. Wood, 3-8; best J. D. Mackenzie and G. A. Woodcock, 6-5; best F. A. Biden and A. G. Pile, 6-5.

Craigengower thus won by 54 games to 45 scored by the Civil Service.

## CORRESPONDENCE.

## THE TYPHOON SIGNAL AT MACAO.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]  
SIR,—A paragraph inserted in your issue of to-day stated that the typhoon signal was hoisted at Macao at the Harbourmaster's during yesterday and that apparently no indication of bad weather was forthcoming. The signal hoisted did not indicate the position or direction of any typhoon: it was simply an informative signal that something might happen. Now we see the black cone just hoisted at the Hongkong Observatory justifies the signal at Macao. The coming typhoon is now within 300 miles of the colony and possibly the Macao Harbourmaster smelt it.—Yours,  
ANTI-ROX.

## ANTI-ROX.

## OPIUM SMOKING.

HOW IT IS BEING SUPPRESSED IN CHINA.  
A further report by Sir Alexander Hosie respecting the opium question in China was published in London last month as a White Paper.

Two years have elapsed, the report says, since the issue of the anti-opium decree and the promulgation of the anti-opium regulations, and, although advances recently received from the provinces are somewhat conflicting in regard to the execution of the measures devised for suppression, there can be no doubt that, in spite of the absence of any well-organised uniform scheme for accomplishing the task, much is being done, and in some cases, perhaps too much is being attempted in too short a time with the machinery available for the purpose.

As regards anti-opium medicines, their number is legion. They are of native and foreign manufacture, and many of them contain opium or morphia in varying quantities. The habit of the foreign opium addict made up into pills is also sold as a cure, and most of the reports from the provinces draw attention to the serious evil which these so-called remedies are creating—an evil far worse than the disease they are advertised to cure.

## LATEST STEAMER MOVEMENTS.

The "Indra" Line str. Indrapati is due here on the 26th inst.  
The N.Y.K. str. Ceylon Maru (Bombay Line) left Moji on the 18th inst., and is due here on the 26th inst.  
The N.Y.K. str. Kamo Maru (European Line) left Kobe for this port via Moji, Tientsin and Shanghai on the 17th inst., and is due here on the 28th inst.  
The I.G.M. str. Goeben carrying the German mails with dates from Berlin of the 30th ult., left Colombo on the 13th inst. a.m., and may be expected here on or about the 29th inst.  
The T.K.K. str. Teyo Maru arrived at San Francisco on the 17th inst.  
The C.P.R. str. Montague arrived Shanghai at midnight on the 18th inst., and left again at 5 p.m. Monday for Nagasaki where she is due to arrive at 6 a.m. on the 21st inst.  
The I.G.M. str. Prinz Ludwig which left here on the 16th inst. at 6 p.m., arrived at Shanghai on the 19th inst. at 1 a.m.



## SHIPPING NOTES.

The H.A.L.S. *Nicomedia*, which left Shanghai on April 21, arrived at Rotterdam last month under the command of the second officer, owing to the captain, first officer, and several of the crew being down with typhus. The captain and chief engineer have since died.

A third steamer of the Japan Volunteer Fleet, the *Japan Gaselle*, says, will be constructed in the near future either at the Mitsui Bishi Yard or at the Kawasaki Yard. The *Sakuramaru* and *Umagaki-maru* of the Fleet are now actively engaged in the coasting service.

Telegrams from Osaka announce that the results obtained by the Osaka Shosen Kaisha during the half year just ended were distinctly favourable. The Company employed 120 ships with a gross tonnage of 140,598, and its gross income was ¥6,055,261, being ¥124,040 greater than the income for the preceding term. The telegrams say nothing about dividend.

The first cargo from the Far East via the new Tehuantepec-Orient route arrived in New York on June 1 by the steamer *Lewis Luckenbach*. The steamer *Erroll*, of the Mexican Oriental Steamship Line, Ltd., which inaugurated the new service, left Hongkong on April 8, and after calling at ports in Japan made a good passage to Salina Cruz, Mexico. Her cargo was promptly transhipped across the isthmus to Puerto Mexico and brought to New York by the connecting steamer of the American-Hawaiian Steamship Company. The time in transit through to New York was: From Hongkong, 53 days; from Kobe, 45 days; from Yokohama, 43 days. The cargo arrived in first class condition.

Lloyd's Register has just issued new rules which make radical changes respecting the construction of steel ships. The society has a long experience to guide it, and has never yet been accused of rash experiments. The aim in the present case has been to take full cognisance of modern methods of construction, and, while encouraging a saving in weight in those parts of a ship where a reduction is warranted, to assure in general the best and most scientific distribution of material and perfect riveting. The new rules concern the public to the extent that they will in some degree facilitate shipbuilding. Cost of construction will be slightly lessened, while at the same time there will be some increase of carrying capacity, and all consistent with safety.

By his emphatic declaration at a banquet in Washington on the 23rd ult that something must be done immediately for the establishment of a merchant marine President Taft has put new hope into the breasts of the advocates of a ship subsidy. The dinner was given by the Merchant Marine League, which is promoting a Bill for altering the tonnage taxes in favour of American ships and for providing for the admission to the American registry of foreign-built steamers of over 5,000 gross tons wholly owned by Americans, these to be restricted to foreign trade and excluded from compensation for mail service. Mr. Taft promised to do all he could to help the cause.

In a letter on the Gambling Policies Bill printed in *The Times* last month the suggestion was made that a clause be inserted excluding from the effects of the measure insurance placed when a vessel is overdue, and presumably also when a ship is known to be in trouble. This proposal, *The Times* says, has met with a fair amount of support. It was put forward disinterestedly, not on the ground of public utility, though it is perfectly reasonable to maintain that these speculative insurances fulfil a function in making a market for reinsurance proper; but on the basis that, as they scarcely leave a door open for conspiracy, and were not the cause of the Bill, they might have been left untouched. If, therefore, these transactions are made a criminal offence, it will be at the cost of some soreness, and dealers will no doubt find a means of evading the measure—a less satisfactory state of affairs than if they had been allowed some latitude. The second suggestion, namely, that a clause should be inserted to the effect that it shall not be an offence for a person having an interest fully insured to effect a further insurance, seems to imply that the terms of the Bill are not as precise as they might be, for, unless underwriters are prepared to advocate a real "revolution" in the conduct of business, there is no question of abolishing the system of separate insurances on "disbursements" and "freights." In connection with the subject of amendment, it may be useful to point out that unless the words in the Bill "any person" be taken to cover "company" and "corporation" there is nothing in the measure to prevent shipping companies, insurance companies, or even companies of adventurers from effecting gambling policies with impunity. This contingency appears to have been overlooked at the Conference at the Board of Trade, yet it is not without a precedent. Those who drafted the Bill are framing a Criminal Act affecting a technical subject, to be translated according to its literal meaning, and, therefore, full weight attaches to every word that is passed.

## CHINESE NAVAL CONSTRUCTION.

## GERMAN OFFERS.

The Berlin correspondent of the *London Globe* writes:—Dispatches received here privately from Peking indicate that German offers in connection with the proposed naval construction are being well received by the authorities. Tenders have already been received by the Government from fourteen foreign firms, representative of Germany, Great Britain, France, and the United States; but there appears to be good reason for stating that Germany will obtain, at any rate, a large portion of the work. It is as yet uncertain exactly how much money it is proposed to spend on the new fleet.

## SUPREME COURT.

Monday, 19th July.

## IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE.

(Sir F. Pigott).

## MANSLAUGHTER.

Kwok Yau was indicted for manslaughter and pleaded not guilty. Sir Henry Berkeley, K.C., Acting Attorney General, conducted the prosecution, prisoner being undefended.

The following jury was empanelled: Messrs. Robert Miller, James Dickie, A. C. Botelho, C. Bird, G. Duncan, W. G. Goggin, and F. Gomez.

The Acting Attorney General stated that the question before the jury was really one of identity, that was to say whether the prisoner was the person who inflicted the wound which caused the death of the man Lai Luk. The Crown would call witnesses to say that they saw the prisoner inflict a stab on the left buttock of the deceased during a quarrel. Some time previous to this the two men had a row and during the subsequent quarrel deceased was thrown to the ground and the prisoner was seen to hold him by the queue while he plunged a knife into his left buttock. Prisoner then disappeared. The wounded man went to his house and later to the Yau-nai Police Station, where he was recommended to go to hospital. He would not go, with the result that blood poisoning set in and he died in a short time. The original indictment was for murder, but under the circumstances it was changed to manslaughter.

Witnesses were then called. The jury found prisoner guilty and His Lordship passed sentence of two years' imprisonment.

## PIRACY AT DEEP BAY.

To Yee and Chan Kuen Tai were charged with having on the 22nd June last committed a robbery with violence at Deep Bay. They pleaded not guilty. The Acting Attorney General, instructed by Mr. Dennis, conducted the case for the Crown, and prisoners were undefended.

The same jury was empanelled. The Attorney General stated that the prisoners were charged with having in company with others robbed the prosecutor of his fishing junk and a quantity of salt. The prosecutor was a fisherman who sailed the fish which he caught and sold them on shore. On the occasion of which he complains he was near San Chai, an island in Deep Bay, when prisoners came along in a boat and fired a shot in true piratical style, ordering him to lower his sail. They boarded his boat, and took possession of it, afterwards putting the prosecutor and his folk ashore on the mainland. Not long afterwards the prosecutor came across some bags which he recognised as his and on pursuing his inquiries further he had the two prisoners arrested. The question would again be one of identity, but in this case it would be easier, as the owner of the junk and his folk had been in presence of the prisoners for some time.

Evidence was then called, prisoners being found guilty, and sentenced to seven years' imprisonment.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNISH JUDGE).

## ANOTHER EMIGRATION CASE.

Another emigration case came before the Court in which Cheng Yau Ting sued Hung Kwok Lam for \$1,000 as money lost, defendant counter-claiming for \$1,850 after deducting the amount of the claim, but agreeing to waive \$850 in order to bring it within the jurisdiction of the Court.

Mr. C. G. Alabaster, instructed by Mr. A. Davidson, of Messrs. Hastings and Hastings, appeared for the defendant, and Mr. J. W. Orr, instructed by Mr. Jackson, from the office of Messrs. Johnson, Stokes and Master, appeared for the plaintiff.

Defendant's claim being the larger he went into the box first and stated that he had had a conversation with plaintiff about shipping emigrants to America and Australia, and subsequently witness told plaintiff that he would have to speak to the people on the steamers. Witness spoke to the head fireman on the *Cranley*, who said the second engineer would help him. Witness also saw the steward. The head fireman said the price would be \$600 for each man, and the fireman and the steward were to pay each \$50 to witness for every man. Witness took the head fireman and the steward to the plaintiff who paid the fireman \$600 and the steward \$400. Later plaintiff inquired about passengers being sent down by the *Orange Branch*, and it was agreed to ship passengers at \$580; the amount which the plaintiff agreed to pay the steward. Subsequently it was reduced to \$576. Defendant stated that he was to collect the money from plaintiff on receiving letters from Australia that the emigrants had arrived. Witness saw six men off on the steamer *off Australia* and in due course he received two letters, one signed by the five men and the other signed by the sixth man. Mr. Alabaster objected to the letters being put in.

Witness stated that he had never received notice from the plaintiff that the men had not arrived.

His Lordship—You are not able to prove these letters?

Mr. Orr—No.

Witness added that when he went to the plaintiff for the money the latter told him to wait.

Under cross-examination witness admitted that he was not a licensed passenger broker, and Mr. Alabaster submitted that that answer was evidence of illegality.

## HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

## FISCAL PROBLEMS. June 25th.

At the same time that the Budget Protest League is being organized in England for the protection of the landed interest against the socialistic provisions of Mr. Lloyd George's budget for the present year, a federation has been formed in this country under the title of "the Hansa Bund für Gewerbe, Handel und Industrie," for the purpose of defending the mercantile and industrial classes against the aggressive fiscal policy of the agrarian and clerical parties, supported to some extent by the socialists, in the Reichstag. Those of your readers that have followed the "Finance Reform" question in this country and the proceedings of the special committee appointed by the Reichstag to examine and report on the financial programme of the imperial government, will remember that, whereas the indirect taxes and the excise duties proposed created little difficulty and were passed, the Socialists being nearly the only dissentients with slight modifications only, the inheritance duties met with violent opposition on the part of the Conservatives and the Centre, who endeavoured to throw the chief burden of taxation on the middle and industrial classes by substituting taxes calculated not only to hamper the development of the trade and industry of the country, but to threaten their very existence. Foremost amongst these stands the proposal to tax "unearned increment" on real property, on divided bearing papers and on financial transactions.

To begin with, it seems doubtful whether the term "unearned increment" can be properly applied to investments, for capital invested, except perhaps in the case of government bonds and mortgages, is not supposed to lie idle, but to be employed for reproductive purposes. Be this as it may, however, the prospect of renewed interference with trade so soon after the famous Bismarckian has been amended, has aroused general indignation amongst all concerned, and has led to members of the Hansa Bund and others conceiving the plan of a great public demonstration to counteract the influence of two powerful factions in the Reichstag. A provisional committee having been constituted, circulars were issued at once to all chambers of commerce and retail traders, to commercial and industrial associations, to tradesmen's guilds and to a large number of companies and private firms, explaining the object of the movement and calling a meeting for Saturday, the 12th inst at Schumann's Circus, Berlin. The result surpassed all expectations, for over 6,000 persons assembled, amongst which representatives of a hundred chambers of commerce and an equal number of other associations of the trading community. The speakers whether belonging to the banking or mercantile, industrial or artisan classes, one and all, although from different points of view, emphasised the necessity of prompt and decisive action against the selfish financial projects of the agrarians. It was resolved to form a great national association, to be called the Hansa-Bund, for the protection of trades, industries and commerce, after the famous Hansa-Bund of the middle ages, which embraced all the important towns and cities in the "Holy German Empire" and by its enterprising spirit and intelligent management and by establishing factories not only all along the coast of the Baltic and Norway but also in Antwerp, London, &c., raised German trade to a position of eminence which it afterwards lost again and never recovered, until after the Franco-German war in 1870-71, the few remaining Hansa-towns, viz., Hamburg, Bremen and Lübeck acting as pioneers, if once more became the formidable rival of other commercial nations. The agitation is being carried on at high pressure, sub-committees are being formed everywhere and appeals to the public to join appear in most of the papers all over the country. The object is declared to be:

## RESTRICTIONS AGAINST HONGKONG SHIPPING.

The *N. C. Daily News* says:—The quarantine regulations imposed against Hongkong by Shanghai, Singapore and other ports in the Far East have this year caused a great outcry in the Crown Colony, presumably because it has not experienced an epidemic of plague. The Hongkong Chamber of Commerce recently requested the Governor to communicate the facts to the authorities in Shanghai and Singapore, and Sir Frederick Lugard has made telegraphic representations requesting that the restrictions be at once removed. Shanghai has been very fortunate in escaping plague; but it would be difficult to put one's finger on any definite precaution which has been taken, and say that it was due to the taking of this step that Shanghai was not visited by this dreadful scourge. Credit must be given to the system of precautions that has been enforced. This year we were threatened with an outbreak of plague from infected rats; but thanks to the vigilance of Dr. Stanley and the preventive measures followed by the Health Department under his direction we are holding our clean record. But it would be quite useless for the Municipal Council to spend money and its servants much valuable time and energy in taking all steps in their power to prevent an outbreak of plague, if the Harbour authorities did not co-operate with them and try to prevent its importation. The restrictions placed on shipping are the least that can be expected in the circumstances, and are, we believe, less severe than those imposed by other ports. It is difficult to see how great inconvenience and loss are annually endured by Hongkong shipping owing to the quarantine regulations at this port. No irritating restrictions are enforced; one never hears of a ship, perhaps with European passengers on board, being detained for one or two weeks. The vessel may sometimes have to wait an hour or two for the doctor, but the duration of his inspection is short. Should there be any really suspicious cases on board the suspect would be removed and everything would be done with a view to obviating any unnecessary delay or inconvenience. The restriction of trade extends to corpses, soil, plants with soil, old rags and the like, and the prohibition in the importation of such freight, while of the greatest importance from a hygienic point of view, can affect but few, financially. Hongkong, it is true, has had to submit to this declaration for many years past and no doubt she is anxious to have it removed, but there is plague in Hongkong and the number of cases is reported to be increasing. The fact that the number of cases is comparatively small may minimise the danger very much, especially in the eyes of Hongkong people, but to us a danger remains. Shanghai is entitled to take adequate precautions, but the suggestion that these restrictions are imposed against Hongkong merely as a matter of habit is entirely without foundation in fact.

## A COSTLY AMERICAN HOLIDAY.

An urgent need of a definite control and wise direction of the regular use of the Fourth of July is emphasised by William Orr, in the *Atlantic*. He gives the following figures from the *Chicago Tribune* as eloquent in their warning, telling their own story of an insupportable and reckless abuse of the day's privileges:

	Dead.	Wounded.
1908	72	2730
1907	58	3807
1906	51	3551
1905	59	3169
1904	58	3049
1903	52	3865
1902	35	2796
1901	35	1803
1900	35	2707
1899	33	1742
	308	29,085

That these statistics, gathered by July 6th, are below the real totals is seen from the tabulations of the Journal of the American Medical Association made in August, when tetanus has had time to do its dire work:

	Dead.	Wounded.	Tot. Tetanus.
1908	163	5460	5623
1907	164	4249	4413
1906	158	5368	5526
1905	182	4994	5176
1904	183	3966	4149
1903	466	3983	4449
Totals	1316	27980	29296

Surely the sorrow, suffering and mutilation here represented, Mr. Orr concludes, mock the claim that July Fourth, as at present observed, is in any sense a festive day; rather is it a day of terror, anxiety and dread.

## THE AMERICAN ICE KING.

Mr. C. W. Morse, the banker, famous as the creator of the Ice Trust, who was convicted on a charge of misapplication of the funds of the "chain" of banks that he controlled, and was sentenced to 15 years' imprisonment, was admitted to bail last month by the United States Circuit Court of Appeals, pending the determination of his appeal against the conviction, and was accordingly released from the Tombs goal. The decision is the result of a long and strenuous struggle by Mr. Morse and his friends, and has aroused much feeling, for and against the banker. The Wall Street contingent warmly welcomed the fact that Mr. Morse had been made a scapegoat, and that his conviction, amid the popular resentment following the panic which his manipulations did much to create, was unjust. Twenty bankers and merchants prominent in the New York business world made themselves answerable for \$1,000 each in the bond on which he was released. They assert that he has been guilty of no wrongdoing, and that when the appeal is heard next October the conviction will undoubtedly be reversed.

How to be beautiful—Keep your complexion, Mrs. Ellen's Cream, Charms, and Pomade will enable you to do it. For Specialties for the Skin see the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

stationary parties. As it is, chaos appears imminent and the stock exchanges are already showing signs of nervousness; it would be a great pity if a satisfactory settlement could not be arrived at, for it is the present uncertainty alone that is arresting the general revival of trade in this country, by checking the spirit of enterprise.

This morning papers bring the news of the rejection of the inheritance duties at the second reading last night in the Reichstag by a narrow majority in a full house and of the decision of the government to withdraw the bill in its present form, as not a single clause of it found favour with the majority. What will happen now is impossible to say: will Prince Bilow resign or will the Reichstag be dissolved? Both expedients seem equally dangerous!

## FAR EASTERN QUESTION IN PARLIAMENT.

## SIR ROBERT HART.

Mr. W. R. Drummond (Clare, E. Nat.) asked the Secretary of State for Foreign Affairs if he had any information as to the appointment of a successor to Sir Robert Hart in China, or whether it was the intention of Sir Robert Hart to continue in the office.

Sir E. Grey.—I understand that Sir Robert Hart has applied to the Chinese Government for a year's extension of leave, and for the present, therefore, I have no information to give as regards the appointment of a successor to his post.

Major Anstruther-Gray (St. Andrews, Burghs, Opp.)—Are we to understand that the Chinese Government have furnished no information as to who is to succeed Sir Robert Hart, temporarily I mean, during his leave?

Sir E. Grey.—There is somebody acting, and he has been acting for a year, while Sir Robert Hart has been away.

## OPIMUM AND GAMBLING DENS IN NORTH BORNEO.

Mr. T. C. Taylor (Lancashire, S.E. Radcliffe, Min.) asked the Under Secretary for the Colonies whether it was with the sanction of the Secretary of State that the Government of North Borneo had recently advertised for tenders for the farming out for the years 1910, 1911 and 1912 of licences, not only for the sale of spirits and pawnbroking, but also for the carrying on of opium dens and gambling houses; and whether he would take steps at once to prevent the issue of new licences to opium dens and gambling houses.

Colonel Seely (Liverpool, W. Westmorland, Min.)—No, Sir, the Secretary of State has no official cognisance of the subject matter of the question, but has certainly given no sanction to anything of the kind. The territory of North Borneo is in reality governed by a company, and I gather that the charter of incorporation would not preclude that company from advertising for tenders for the farming of opium.

Mr. T. C. Taylor asked whether steps could be taken to prevent the licensing by British Colonies of the businesses of opium and gambling dens.

Colonel Seely said it was a difficult matter to decide exactly how far the Government had power. But the question was too large to deal with by means of question and answer.

Mr. C. Wason (Orkney and Shetland, Min.)—Are the Governors appointed by the Colonial Office?

Colonel Seely said he did not know how the question stood, but our control was more limited than in the case of an ordinary Colony.

Mr. Sumner (Stirling, Min.)—Is it the case that the opium farmer and the lessee of the gambling dens are one and the same person?

Colonel Seely—I do not know.

## THE SALVING OF H.M.S. "SAPHO."

The salving of H.M.S. *Sapho* was without doubt, says an engineer, entirely due to the powerful salvage pump and appliances carried on the *Lady Crundall*, the Dover Harbour tug, coupled with the seamanship of the Captain, who, by his judicious use of the main pumps going the whole time. The lightness and flexibility of the Merryweather appliances installed by the wise forethought of Captain Iron, the Dover Harbour Master, during the construction of the tug, enabled the engine room and stokehold to be pumped out simultaneously at a greater rate than the water was pouring into the damaged plates, and so allowed of the warship being hoisted at Dover instead of being left in deep water and without any possibility of raising her off Duiguessa. Owing to the progress that has recently been made in modern pumps and suction appliances, salvage operations can now be carried out in a successful manner that would have been quite impossible a few years since. Most certainly all harbour tugs should be fitted with similar apparatus to the *Lady Crundall*, which would probably pay for itself easily over the first job undertaken.

## POPULATION OF THE GERMAN EMPIRE.

## BIRTHS AND DEATHS IN 1907.

The movement of the population of the German Empire is now for the first time, with the figures for 1907, made the subject of a separate volume in the publications of the Imperial Statistical Office. The Prussian returns, which were summarised in the *Times* of May 31, prove to have been a fairly accurate index to the movement of population in the whole Empire, says the Berlin correspondent of the leading London Journal. There is a marked decline in the birth-rate, which fell to 33.2 per 1,000 inhabitants, as compared with 34.08 in 1906. The death-rate fell to 18.98, as compared with 19.20 in 1906. The excess of births over deaths (natural increase of population) was greater in 1907 than in any previous year except 1906 and 1902 (302,243).

The decline in the birth-rate, which stood at 41.64 in 1877, 38.33 in 1887, and 37.17 in 1897, as compared with 33.2 in 1907, is now attributable to a falling off in the number of births in every part of the Empire except Westphalia, and in Westphalia the number of births is not quite keeping pace with the total growth of population. The decrease in number of births in the whole Empire in 1907, was 23,764, or 1.1 per cent. In Saxony the decrease was 3 per cent., and in East Prussia, West Prussia, and Pomerania about the same percentage.

As regards the death-rate, which stood at 23.05 in 1877, 23.62 in 1887, and 22.52 in 1897, as compared with 18.98 in 1907, there is a steady decline in the infant mortality rate in all parts of the Empire, but especially in large towns.

## CHINESE AIR-SHIPS.

A Kuangtung dispatch to Northern papers states that the Intendant of Industry in that province, H. E. Chia Wang-tung, has sanctioned an application from a merchant named Yu Ching-ching to open a manufactory at his own expense in the provincial capital for the manufacture of air-ships.

## ECZEMA DEFIED SIX HOSPITALS

Doctors of Two Continents Could Make No Impression on Torturing Skin Disease—All Treatments Failed for Nineteen Years.

## THEN CUTICURA CURED SWIFTLY AND EASILY

"I contracted my disease at school in London, England, when I was four years old. I am now thirty-three. My father put me under the care of my family physician who diagnosed my disease as itch. But after several months' treatment without receiving any benefit, I was advised to go to a hospital. I attended the Hospital, London. Then and on two other occasions, with no result, my father put me under the care of my family physician who diagnosed my disease as itch. But after several months' treatment without receiving any benefit, I was advised to go to a hospital. I attended the Hospital, London. Then and on two other occasions, with no result, my father put me under the care of my family physician who diagnosed my disease as itch. But after several months' treatment without receiving any benefit, I was advised to go to a hospital. I attended the Hospital, London. 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Then and on two other occasions, with no result, my father put me under the care of my family physician who diagnosed my disease as itch. But after several months'



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER, and should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

## NEW ADVERTISEMENTS

## NOTICE.

ON and after the 1st of AUGUST, the Price of our BROWN BREAD will be REDUCED to 9 cents per lb. WEISSMANN LIMITED, 14, Des Vaux Road Central. Hongkong, 20th July, 1909. [975]

## NAVY CONTRACT.

TENDERS are invited for the Supply of MISCELLANEOUS MATERIALS (FIREWOOD, LIME WHITE, CHARCOAL, etc.) from the 1st AUGUST, 1909, to H.M. DOCKYARD, Hongkong. Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. DOCKYARD, and should be returned not later than NOON the 27th JULY, 1909. A deposit of One Hundred Dollars (\$100) will be required when applying for Tender Forms. This will be returned if the Tender is declined. The lowest or any Tender not necessarily accepted and the right is reserved of accepting any portion of a Tender. H. RISSLAND, Naval Store Officer. Hongkong, 20th July, 1909. [976]

## NOTICE.

THE CHINESE EASTERN RAILWAY Co. Administration offers for Sale METALLIC BREAKAGE AND SPOILED RUBBER in following quantities:—  
1. IRON BREAKAGE about 260,000 pounds.  
2. STEEL BREAKAGE about 42,000 " "  
3. BURNT CAST-IRON about 3,000 " "  
4. BABBIT BREAKAGE about 50 " "  
5. ZINC BREAKAGE about 50 " "  
6. SPOILED RUBBER about 1320 " "  
Persons who like to buy Metallic Breakage and Spoiled Rubber are asked to make their Applications not later than 12 o'clock NOON, the 1st of SEPTEMBER, 1909, to the address of the Administration's Council, in sealed envelopes with the following inscription: "Applications about the purchase of Metallic Breakage of CHINESE EASTERN RAILWAY CO." All Applications sent in later than the time above mentioned will not be accepted. The Application must contain:—  
1. Christian name, second name, surname and the address of the purchaser.  
2. Quantity and kind of metallic breakage he wishes to have.  
3. Price of each kind separately.  
4. With the Application should be enclosed: the receipt of a deposit of security in the Principal's account Office, amounting to 10 per cent. of the proposed price, or the receipt of a deposit in any Section of Russian Chinese Bank on current account of the Railway's Director and the Conditions signed by purchaser.  
All information necessary and conditions can be procured at the Material Department in Harbin, daily, except Holidays, from 9.30 o'clock P.M. The Railway Administration has the right not to select those parts of breakage on which the offered price is too low and also has the right not to consider the price offered, but other considerations as well.  
CHINESE EASTERN RAILWAY CO., Harbin. 23rd June, 1909. [977]

## THE HONGKONG WEEKLY PRESS &amp; CHINA OVERLAND TRADE REPORT

is now ready and contains:—  
Leading Articles:  
American Policy in China.  
Weather Forecasts.  
The Late Lord Ripon and Hongkong Politics.  
The British Budget.  
The Situation in Persia.  
Slavery in China.  
China's Sovereign Rights.  
Random Reflections.  
Hongkong News.  
Canton News.  
The New Chaplain of St. Andrew's, Kowloon.  
Hongkong's New Statue.  
Supposed Murder Near Shaokwan.  
Alleged Milk Adulteration.  
Hongkong Legislative Council.  
Presentation to Mr. R. H. Baxter.  
V. R. C. Diamond Jubilee.  
An Interesting Point.  
Transfer of Prisoner Refused.  
The Escaped Prisoner Recaptured.  
Notes from the Capital.  
A "Public Servant" Defined.  
Notes from Japan.  
Company Report:  
Indo-China Steam Navigation Co., Ltd.  
Half Yearly Dividends.  
Shanghai Dock and Engineering Company, Limited.  
Hongkong University.  
The White Wax of China.  
Chinese Mohammedans.  
China's Credit.  
Supreme Court.  
A Timely Discovery.  
Clever Capture of a Thief.  
A Soldier's Suicide.  
The Prates.  
Typhoon Topics.  
French National Fete.  
Sanitation in Manila.  
The Impending Invasion of Tourists.  
Likin at Chikung.  
The Call of the Sheriff.  
Japanese Volcanoes.  
Expulsion of Foreigners in Korea.  
The Manila Hotel Project.  
Tientsin Chamber of Commerce.  
Shipping Notes.  
Chinese in the Philippines.  
Agitation Against the Chinese in Indo-China.  
Far Eastern Telegrams.  
The Anglo-Siam Treaty.  
Electric Tram Fights in Manila.  
The Christian Movement in Japan.  
Review.  
Commercial.  
Shipping.  
Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to address sent; including postage 34 cents each or \$1 Cash for three copies.  
Subscription: \$12 per annum, payable in advance; postage 82.  
Hongkong, 20th July, 1909.

## NEW ADVERTISEMENTS

## FROM EUROPE.

THE H.A.L. Steamship "SAXONIA" Captain Buhle, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 3 p.m. No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office. Hongkong, 19th July, 1909. [978]

S.S. "ERNEST SIMONS," COMPAGNIE DES MESSAGERIES MARITIMES. Hongkong Office. Hongkong, 19th July, 1909. [978]

## NOTICE.

CONSIGNEES of Cargo in connection with above Steamer are hereby informed that their goods with the exception of Treasure are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned, Goods remained undelivered on Monday, the 26th July, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 26th July, or they will not be recognised. All damaged packages will be examined on Monday, the 26th July, at 3 p.m. No Fire Insurance has been effected. P. DE CHAMPORIN, Agent. Hongkong, 19th July, 1909. [2]

## PUBLIC COMPANIES

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of One Dollar (\$1) Per Share for six months ending 30th June, 1909, will be payable on the 20th July, 1909, on which Date Dividend Warrants may be obtained at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 20th July, 1909, both days inclusive. SHEWAN, TOMES & Co., General Managers. Hongkong, 16th July, 1909. [963]

THE HONGKONG ELECTRIC CO., LTD.

## NOTICE.

NOTICE IS HEREBY GIVEN that THREE SHARE CERTIFICATES for the following Shares numbered 23504, 17296, 17299, 17358/59, 17719/17721, 19154, and 21937/21938 in the above named Company standing in the name of JOAO ANTONIO DA LUZ (deceased) have been LOST, and should the same not be produced within a fortnight a New Certificate for the same share will be issued in favour of the said JOAO ANTONIO DA LUZ (deceased) and the Original Certificates will be declared by the Company as null and void. GIBB, LIVINGSTON & Co., Agents. The Hongkong Electric Co., Ltd. Hongkong, 15th July, 1909. [955]

CANTON LAND COMPANY, LIMITED.

LOST SHARES CERTIFICATES.

1. ANTHONY BARINGTON—	Scrip No. 77	51/60	10
	78	61/70	10
	79	71/80	10
	80	81/90	10
2. CREASY EWERS—	Scrip No. 81	151/160	10
3. FUSC SHUI SAU—	Scrip No. 83	182/190	9
	84	191/200	10
	85	201/210	10
4. ALEXANDER GEORGE GRANT	Scrip No. 86	246/255	10
5. ELZEASER SILAS KELLY—	Scrip No. 87	311/320	10
	88	321/330	10
	89	341/350	10
	91	351/360	10
			129 Shares.

NOTICE IS HEREBY GIVEN that DUPLICATES of the above CERTIFICATES will be issued one month hence, and the ORIGINAL CERTIFICATES, unless produced at the Office of the General Managers within that period, will be held by the Company as null and void. SHEWAN, TOMES & Co., General Managers. Hongkong, 2nd July, 1909. [918]

## FULL VALUE IN EVERY PURCHASE.

LADIES can find Extremely low prices and Pattern. Latest Out. Stainless Black Fast, non-poisonous. HOOSAIN-ALI & Co., 14, Queen's Road, Central. Hongkong, 19th July, 1909. [41]

## INTIMATIONS

COLONIAL SECRETARY'S DEPARTMENT. HONGKONG OPIUM FARM.

NOTICE IS HEREBY GIVEN that SEALED TENDERS will be received at the COLONIAL SECRETARY'S OFFICE, Hongkong, till Noon on TUESDAY, the 31st day of August, 1909, for the purchase of the privileges known as the OPIUM FARM established under "The Prepared Opium Ordinances, 1891-1909," that is to say, the sole privilege of preparing Opium and of Selling, within the Colony, (including the New Territories), Opium so prepared, inclusive of the privilege of collecting dress and of preparing and dealing in Dress Opium, for three years from the 1st of March, 1910. Full information as to conditions of tendering, etc., can be obtained from the Colonial Treasurer, and the conditions of tendering and form of grant have been published in Government Gazette as Notification No. 401 of the 2nd July, 1909. A. M. THOMSON, Colonial Secretary. Hongkong, 2nd July, 1909. [926]

NOTICE.

WE WISH to bring to the Notice of the Public that our Firm has for the last twenty years been engaged in the Manufacture of FIRE CRACKERS for Export and that we have Established a reputation for Superior Quality and Moderate Charges. Messrs. HUNG HING & Co., 17, Tim Tea Street, West, are our Sole Agents in Canton, and anyone wrongfully making use of Our Name will be dealt with in accordance with the law. SUN LEE & Co., Tung Koon District. Canton, 9th July, 1909. [947]

COAL.

BUNKER COAL can now be Supplied from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Brookeborough, at Reduced Rates. Large stock always on hand. Apply—SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. [939]

SUTTON'S SEEDS Special Selections for the Climate. VEGETABLES AND FLOWERS IN AIR-TIGHT CASES. To be obtained from CHINA EXPRESS CO., 3, Duddell Street. [50]

## TO LET.

NO. 2 ELLIOTT CRESCENT, ROBINSON ROAD, Six Rooms House, with Out-house, Commanding a Fine View of the Harbour. Apply to—F. X. D'ALMADA & CASTRO, 33, Queen's Road Central. Hongkong, 7th July, 1909. [936]

## TO LET.

NO. 3 LYBEMOON VILLAS, Kowloon. A Five-Roomed House, with Tennis Court. Thoroughly repaired. Rent Moderate. Apply to—X. Y. Z., Care of "Daily Press" Office. Hongkong, 7th July, 1909. [937]

## TO LET.

NO. 75 WYNDHAM STREET, SIX ROOMS. Electric Fittings, Venetian blinds, Full harbour view. Apply to—A. B. AVASIA, 1, Duddell Street. Hongkong, 1st July, 1909. [912]

## TO LET.

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground. NEW FIVE ROOMED HOUSES in Shelley Street. The CASTLE, CASTLE ROAD, furnished for 1 Year. The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909. C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st October, 1909, to 30th June, 1910. BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms. DWELLING ROOMS and OFFICES in Queen's Road Central. GODOWNS in Duddell Street. HOUSES in BELLIOS TERRACE, ROBINSON ROAD, newly painted and color washed, exceptionally cheap rentals. FOR SALE—TOR CHIST, at Peak, commanding a magnificent view of the Harbour and Adjacent Islands. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 7th July, 1909. [100]

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## TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's) Godown East Point. Immediate Possession. Rent exceptionally moderate. Apply to—KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909. [797]

## TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET. Apply—MESSRS. JARDINE, MATHESON & Co., Ltd. Hongkong, 31st May, 1909. [807]

## TO LET.

FIVE ROOMED HOUSES at Kowloon. 1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yauwatt, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 29th June, 1909. [909]

## TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST. Apply—CHATER & MODY, Victoria Buildings. Hongkong, 1st February, 1909. [264]

## TO LET.

A HOUSE in Wong Nei Chong Road. A HOUSE in RIVINGTON TERRACE. OFFICES To Let, No. 2, Connaught Road, 3rd Floor. No. 3, CLIFTON GARDENS, Conduit Road. No. 10, DES VEAUX ROAD CENTRAL, at floor. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL. FLATS in MOBERTON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st July, 1909. [97]

## TO LET.

NO. 1A WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weissmann Ltd., for Tiffin Rooms. Apply to—YEE SANG FAT & Co., Opposite General Post Office. Hongkong, 21st June, 1909. [571]

## TO LET.

STORAGE. FOR COAL, TIMBER, &c. TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. ALICE FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply—GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1909. [96]

## TO LET.

GODOWN, No. 54, DUDDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st July, 1909. [98]

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## INSURANCE

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907  
£118,114,624.

Authorized Capital £3,000,000  
Subscribed Capital 2,750,000  
Paid-up Capital 687,500 0 0  
H. Fire Funds 3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO.  
Agents.  
Hongkong, 21st July, 1908. [908]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager.  
Hongkong, 1st April, 1908. [48]

DAVID CORSE & SON'S  
MERCHANT NAVY  
NAVY BUILT  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.  
1674

## SINGON &amp; CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Castings. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Store, west of Central Market) Telephone No. 515. [583]

## GRACA &amp; CO.

(Established 1896).  
No. 27 DES VEXES ROAD.  
Dealers in  
POSTAGE STAMPS  
AND  
VIEW POST CARDS.  
Just Received a Selection of  
SERIES ILLUSTRATED  
POSTAGE STAMP ALBUMS  
of Latest Edition, from \$1.75 to \$16 Each.  
Inspection Invited. [910]

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.  
FURNITURE AND PHOTO GOODS STORE.  
Photographic Goods of every Description in Stock.  
Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [629]

## A TACK &amp; CO.

FURNITURE & PHOTO GOODS STORE  
26, DES VEXES ROAD, CENTRAL.  
DEALERS IN  
LADIES' & GENTS' BOOTS & SHOES;  
UMBRELLAS, &c., &c.  
Cameras fitted with  
"Zeiss", "Goerz", "Ross" & "Aldis" Lenses.  
DEVELOPING AND PRINTING  
A SPECIALITY.  
Hongkong, 24th April, 1909. [37]

## Cutler, Palmer &amp; Co.'s



SHIPPERS  
Cutler, Palmer & Co., London.  
AGENTS  
SIEMSEN & CO.,  
HONGKONG.

## THE FIFTY YEARS ANGLICAN CALENDAR

日歷英中年十五  
FROM 1st JANUARY, 1864 TO 31st DECEMBER 1913, BEING FROM THE 1st YEAR OF THE 78th CYCLE TO THE 50th YEAR OF THE 79th CYCLE.  
PRICE \$2 CASH.  
On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.  
The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

## NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"PRINZ LUDWIG,"  
having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 22nd July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 22nd July, at 9.30 A.M.

All Claims must reach us before the 26th July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.  
Hongkong, 15th July, 1909. [5]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ,  
ADEN, BOMBAY, COLOMBO, PE-  
NANG AND SINGAPORE.

## THE Company's Steamship

"SILESIA,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

The Steamship brings Cargo from  
Trieste ex s.s. "Trieste," transhipped at  
Bombay.

Venice ex s.s. "Metorich," transhipped at  
Trieste.

Smyrna ex s.s. "Hungaria," transhipped at  
Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 23rd inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst., will be subject to rent.

Bills of Lading will be countersigned by  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 16th July, 1909. [3]

## THE BANK LINE, LIMITED.

## NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC,"  
FROM TACOMA, VANCOUVER, YOKO-  
HAMA, KOBE, MOJI AND MANILA.

THE above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd.,  
Agents.  
Hongkong, 13th July, 1909. [8]

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."  
A.I. A.B.C. and Engineering Code Used  
NEW DOCK NOW OPEN.  
DOCK No. 3.  
Extreme Length... 722 feet  
Length on Blocks... 714  
Width of Entrance on Top... 96  
Width of Entrance on Bottom... 88  
Water on Blocks at Spring Tide... 34  
DOCK No. 1.  
Extreme Length... 523 feet  
Length on Blocks... 513  
Width of Entrance on Top... 88  
Width of Entrance on Bottom... 80  
Water on Blocks at Spring Tide... 62  
DOCK No. 2.  
Extreme Length... 371 feet  
Length on Blocks... 350  
Width of Entrance on Top... 66  
Width of Entrance on Bottom... 53  
Water on Blocks at Spring Tide... 22  
PATENT SLIP.  
Suitable for vessels up to 1,000.  
THE WORKS are well equipped with  
LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS; and also ELECTRICAL  
WORK.  
A LARGE STOCK of MATERIALS is  
always kept on hand.  
The COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 H.P.),  
specially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
Short Notice. [805]

## ON SALE.

## A TABLE OF THE RATES OF EXCHANGE AT HONGKONG.

or Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 34 years from 1874 to 1907.  
Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

## MYSTERIOUS FISHERMEN.

## A ROMANCE OF THE SEA.

The C. N. S. Tamsui, which arrived at Shanghai last week brought up three mysterious passengers. When she met the pilot boat outside she was asked to take on board three dark-skinned fishermen who had been handed over to the care of the pilots by a Chinese fishing junk. All that could be learnt of their history was that they were taken in a canoe, in an unoccupied condition, by a Chinese junk off Chusan. They were taken to the island, given food and shelter until they had sufficiently recovered to renew their voyage, and then brought to the mouth of the Yangtze and given into the care of the pilot boat. No one on board the latter, or indeed on the Tamsui, could understand a word of the castaways' language.

As soon as the Tamsui arrived in Shanghai, says the N. C. Daily News, the River Police were informed and Inspector Hollows went on board to take charge of the men. With their two boxes they were taken on to the police launch, and thence to the hulk, where their effects were examined to ascertain if possible where the men had come from. The search, however, revealed no definite clue. The boxes contained a heterogeneous collection of clothing, some of which was probably the gift of Chinese fishermen, a loaf of bread, some eggs, cigars, tobacco, matches, and a quantity of fishing gear. Several fishing hooks beautifully fashioned from mother-of-pearl, were found enclosed in a wooden case, and these, and a quantity of twine and steel hooks showed that the mysterious strangers were fishermen by craft. Other articles found in the boxes included some primitive knives, pouches of woven grass, a necklace of coral beads, a loin-cloth embroidered with coral, and a woven grass mat. There was also a bamboo-covered with mysterious characters.

The men still looked seaward, and seemed to be the result of their recent experiences, and they were doleful and silent. They presented a curious appearance, the shirts and trousers which had been given to them on board the Tamsui. They are of short stature, almost black complexion, with curly matted hair, crushed noses flat at the base, and thick lips. One of the three is evidently much older than the others. He has a curly beard and his arms and shins are covered with tattoo marks. The other two are young men, with smooth chins, and curly hair. All of them wear earrings of coral and beads, inserted in a large puncture through the lower part of the ear. One of the younger men wears a necklace of coral and beads.

How these mysterious fishermen came to be so far out at sea in their frail canoe is a mystery. Until it has been found possible to communicate with them in some tongue which they can understand their nationality will be a matter of conjecture. It is quite possible that they may belong to one of the uncivilized tribes of the Philippines. In some respects they answer to published descriptions of the Aetas, but they also have several of the characteristics of the Malay races. Their canoe was not brought up to Shanghai, so that it is impossible to give a description of it. What will be done with the men eventually is not known. At present they are being cared for on the Police Hulk.

As it was thought that they came from Yap or Guam, two local residents who had spent some time at cable stations at these places spoke to the newcomers, but it was very soon apparent that the strangers had not come from either of these islands. A map was produced, and various places were mentioned to them including Saipan. Immediately Saipan was mentioned the three at once indicated that this was the locality they had drifted from. Saipan is in Chamorro, a German possession in the South Sea Islands. The German Consular authorities have accordingly decided to send the men back to their native land, and they will leave Shanghai for Hongkong in a few days, where they will be placed on the first outgoing steamer bound for Saipan. No boat will be leaving Hongkong for about a month, so in the meantime the three fishermen will be looked after by the Hongkong German Consular authorities. Had the fishermen arrived a few days earlier their nationality would have been at once discovered, as Professor Fueseler, a member of the German Scientific Expedition that toured the South Sea Islands, was in Shanghai en route to Peking. It is thought that he would have been able to tell the tribe to which they belonged by the formation of their heads and the earrings, etc., which they wore. It is stated that the Chinese fishermen who picked the drifting fishermen up, told the pilot that originally there were five men in the canoe, but two of them had died from exposure. This information was transmitted to the Chinese fishermen by signs. The canoe was abandoned because it was in a very dilapidated condition when the men were picked up. In the meantime the strangers are being housed on the River Police Hulk.

## CONSCRIPTION IN JAPAN.

In view of the interest manifested in compulsory military service in Great Britain, the following article by the Kokumin is of special interest:

"The conscription system is most satisfactorily enforced in Japan, but some authorities urge that it should be more strictly enforced, in order to realize fully the principle of national service. They insist on the narrowing of exceptions in enrolling soldiers, who view as maintaining the principle up to the mark. If exceptions are largely allowed to the rich and learned classes, the soldiers enrolled will chiefly belong to poor masses and they may become like hirelings. The complete returns of conscription for this year are still unavailable, but 41,504 out of 551,967 men of conscript age were allowed last year the postponement of conscription examination. If they had been enlisted without postponement, they would form the flower of the Army in respect to intelligence and spiritual attainments. If the actually enlisted while they are in schools, it will not be a loss for them, as military training will certainly benefit them from the physical and other standpoints. Some private schools in Japan endeavour to attract students by obtaining for them favours in military conscription. It is therefore advisable to revise the conscription law in Japan.

"The result of conscription forms a panoramic view of the national life. The men of conscript age are steadily increasing, in proportion with an increase of the birth-rate by about half a million per annum. For instance, the men examined for conscription last year were 551,967 against 425,777 the previous year, being an increase of 51,197. This dispenses with anxieties lest the complement of different divisions may not be filled, in consequence of an increase of divisions after the war. The men enrolled last year are over 161,000 for the active service and 149,000 for the replacement, besides over 2,000 for the naval active service and 300 for the naval replacement. It makes a total of over 254,000, but is less than one half of the men of conscript age. Among those who were allowed the postponement of conscription examination last year are chiefly students in schools and those residing abroad, and those 'missing' come next in order.

Those who pass the conscript examination are 694 per 1,000 on an average throughout the country. Though still comparatively small in numbers, sufferers from trachoma and venereal diseases continue to increase. Education in Japan has greatly progressed of late, but 93 out of 100 are still uneducated. Country people usually like to serve in the Army, but some educated persons in cities hesitate to do so. It is thus insisted in some influential circles that it is advisable to promote education on the patriotic principle."—Japan Gazette.

## "THE CITY" AND THE BUDGET.

The Times commenting on the great meeting held in the City of London last month to protest against the Budget says: The meeting condemned the Budget with absolute unanimity, from the point of view of men of business perfectly ready to bear their fair share of even more than their fair share of necessary taxation. They condemned it, not for the amount of money it takes, but for the mischievous consequences of the manner in which the money is taken, and for the gratuitous introduction into legislation of principles subversive of the security which is the indispensable basis of commercial enterprise and prosperity. Besides providing for the needs of the year upon a scale which makes a very large surplus certain, the Budget sets up totally new forms of taxation which admittedly will produce nothing worth mentioning in the present year, but which provide machinery for unlimited confiscation of private property in the future. To make this machinery more effective, it deprives owners of property of the common right of every citizen to the protection of the Courts of Law, and hands them over to an irresponsible tribunal which any predatory Minister can at any time employ for purposes of oppression. It does this in full view of the fact that there is now in this country a party, already well represented in the House of Commons, which is avowedly bent upon the confiscation of property on the largest scale, and watches with unexampled delight the forging of the precise weapon that it wants. These are the reasons—not any objection to contribute liberally to the national expenditure—which have led the financial and commercial interests of the City of London to pass an almost unexampled vote of want of confidence in the Chancellor of the Exchequer. Every civilized Government, however powerful and however despotic, finds it needful to keep on good terms with those who direct and control the financial resources of the country. Every Chancellor of the Exchequer in this country before Mr. Lloyd-George has made it a prime object of his policy not to alienate the chiefs of the business community, who, being men of business first and politicians afterwards, if at all, are perfectly tolerant of all policies that do not threaten financial and commercial stability. Mr. Lloyd-George has contrived to set up antagonism between the business interests of the country and the Government. That in itself is a cause of national weakness, and it is further ominous of mischief, because, when the politically neutral business interests of the country are on one side and a party Government on the other, it is a moral certainty that the substantial interests of the whole community from the greatest to the least are jeopardized by the action of the Government.

Lord Rothschild, who criticized the Budget in a strong though temperately worded speech, incidentally did good service by exposing the reckless misrepresentations of what is done in other countries upon which the Government have so frequently relied in argument. The statements of Mr. Asquith and Mr. Lloyd-George about income-tax in France and Germany are misleading to a degree which is highly reprehensible in men occupying their positions. The same is the case with the statements confidently put forth concerning death duties and taxation of real estate. There is nothing either in France or Germany at all comparable with the proposals of the Budget. In the debate of yesterday Mr. Lloyd-George had a good deal to say about increment value duty in Frankfurt, and as usual, he was quite inaccurate. Sir William Robson gave a materially different version, and we venture to say that neither version gave a true account of the practice in Frankfurt and one or two other German towns. The whole conditions of municipal life in these towns are so different from what obtains here that even accurate figures about their percentages would be quite misleading without knowledge of local circumstances. It only shows how weak is Mr. Lloyd-George's case that he is driven to rely upon the alleged practice of one or two towns in a country where State taxation of increment value is absolutely unknown—and a highly protectionist country into the bargain. The duties he speaks of and describes with extraordinary inaccuracy are purely municipal duties, and so far as they go, form a condemnation of the proposal to appropriate local increment value in this country to the purposes of the Exchequer. Sir Felix Schuster, who is a Liberal and a free-trader, strongly condemned the methods of the Budget from what was the Liberal standpoint before the Socialists. He at least is prepared to supply Mr. Asquith with an answer to the question where the capital of this country could go to escape excessive duties. Lord Rothschild's remark that in France there is no tax upon the dividends from French securities, and he thinks none upon other dividends, may enable persons of ordinary perspicacity to guess how wealthy men at any rate can transfer their capital with advantage. Ways will be found to give similar opportunities to smaller capitalists also.

That criticism and condemnation, such as were meted out unsparingly in yesterday's debate in the House of Commons, are not without their effect upon the Government may be inferred from the exceptional efforts now being made to counteract them. A Budget League has been formed to preach Budget principles throughout the country, and to disseminate literature which will no doubt be as voracious and scrupulous as that which dealt with the Liberals who objected to the Budget, which is interesting in view of the abuse already showered upon them in the lobby and elsewhere. Mr. Haldane and Sir Edward Grey, who are rarely heard upon any subject outside of their own departments, and probably have too much to do in their own departments to have found time to ponder the Budget very deeply, are called from their comparative retirement to help in meeting the emergency. Mr. Haldane is to lend authority to the Budget League, and Sir Edward Grey has delivered a speech in support of the Government policy. He does not seem to have felt very comfortable, for he kept very much to harmless generalities, and eschewed direct defence of the Budget proposals. Instead, he expatiated upon the burdens that tariff reform would lay upon the country, and made the stereotyped assertion that what other nations thrive upon would be the ruin of this nation—industrially and imperially. It is not very enthusiastic or satisfactory backing of his friends, but they are evidently glad to get him into line somehow.

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## CHINA TEA.

The well-known expert in China tea, Mr. H. T. Wade, has written a series of articles dealing with the subject of China tea from which the following quotation is made:

While it is undeniable that China has been fairly ousted from the home trade by her rivals, and that "the consumption of China tea in the United Kingdom barely reaches 6,000,000 lbs. or 2.1 per cent of the whole quantity consumed, as compared with 4.3 per cent. in 1904" (Hosie) in the United Kingdom, though the direct export to the United Kingdom is more than double that amount, yet happily other markets still remain, and while the direct export to foreign countries during the past 10 years has varied but little, averaging as it has done 196,576,670 lbs. per annum, signs are not wanting of a more favourable disposition towards China tea in England, and of a desire on the part of exporters from China to push their wares more energetically by freer advertising and reasonable appeals to the common sense of the consumer. The average cost of China tea is yearly coming more into line with the laying down prices of British grown leaf. Hitherto that average has been much too high. This startling block, once removed, and a little more attention directed to consistent manufacture, the future of China tea in the home markets should not be absolutely hopeless. That China tea should so long have maintained a standard of excellence, considering the indifference which attends its culture and the vicissitudes which the sun-dried leaf undergoes on its search for a market is little short of marvellous—for it is thrust into light cotton bags and banded about from cottage to village and from village to town, and exposed to many of those changes of weather so common in the fickle spring, until it finds a purchaser. It is not the small farmer and dairy proprietor who gets overpaid. The big country profit goes to the middleman. In this connection the following comparisons are interesting. In 1848 the price of ordinary leaf in the country was 80 cash a catty or about 1s. 4 per picul, for the number of cash to the tael those days was much the same as it is now. In 1908 it was 70 cash. In 1848 good common Congou realised in the Shanghai market 10s. 9 to 11s. 10 per picul. In 1908 exchange was 6s. 8d. per tael and the landed cost in London of common tea at the market was 84s. per lb. Its value at the market value was 8d. To-day at the exchange of 2s. 4d., common Congou lays down at 84s., and is worth about 4d. per lb. There are those who look upon the future of the tea trade with England as hopeless. There are again those who think the present limited trade with England as hopeless. There are again those who think present limited trade will drag on for years under much the same conditions as now exist. I think that China, imbued with the spirit that is now making for a new China, will rise to the grand occasion, and through her all powerful officials not only regenerate her tea trade but even extend it materially.

Mr. Wade goes on to state that efforts must be made to cheapen the cost of the article, and that greater strength must characterise China tea. These must likewise be regulated, not hurried shipments. He asks why the native tea-man should not hold his stock in China for a few weeks instead of delegating that task to the foreign exporter who has to carry his holdings whether in America or England for months and sometimes for years. Then, again, more serious pushing of the article and insistent advertising are necessary. Mr. Wade concludes:

"I am strong in the belief that with a scientific enrichment of the soil and a more intelligent attention to the growth and cultivation of the plants the resultant extra productiveness would largely tend to the cheapening of the initial cost of the leaf, a cost that will be further lessened by the removal of the present illegitimate internal burdens; that a saving of the waste now occurring by reason of the ancient method of manipulation will impart much desired strength, and that finally with an article not comparing unfavourably in cost and strength but comparing only too favourably in wholesomeness, quality and flavour, with the British grown teas of India and Ceylon."

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These tiny Capsules—superior to Copalins, Cubebins, and other drugs in forty-eight hours without inconvenience.

Each Capsule bears the name MIDY.

## GRIMAULT'S SYRUP

OF HYPO-PHOSPHITE OF LIME.  
Prescribed in France for the last 30 years. It retains its reputation for CONSUMPTION, OBSTINATE COUGHS, COLIC, DISEASES OF THE CHEST, LUNGS, and BRONCHIAL TUBES.

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"THE QUEEN OF TABLE WATERS."  
SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO HIS MAJESTY THE KING AND H.R.H. THE PRINCE OF WALES.

For Table Use and Mixing with Wines and Spirits.

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A French Remedy for all Irritations of the Bowels. Thousands of Ladies have been cured of their troubles by the use of this medicine. It is a powerful laxative, and its use is recommended by the highest medical authorities. It is a French Remedy for all Irritations of the Bowels. Thousands of Ladies have been cured of their troubles by the use of this medicine. It is a powerful laxative, and its use is recommended by the highest medical authorities.

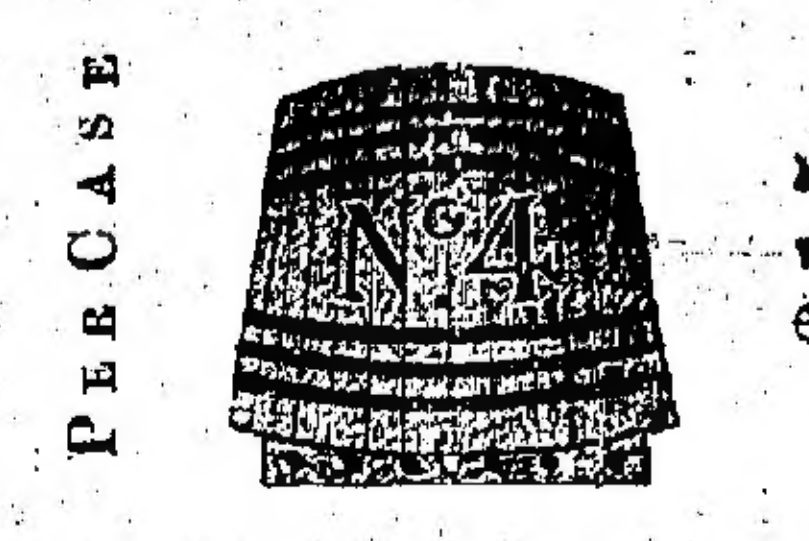
## BEECHAM'S PILLS

A dose taken when ailments arise will quickly remove the cause of the trouble, and good health will speedily be restored. They cleanse the system, tone up and regulate the digestive organs, and stimulate the Liver and Kidneys to healthy action. Always keep Beecham's Pills in the house, and as occasion requires take a dose and you will enjoy perennial good health.



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## SHIPPING.

## ARRIVALS.

AMIRAL FOURCHON, French str., 3,185, Brn-  
chard, 19th July—Singapore 13th July.  
General—Messageries Maritimes.  
EASTERN, British str., 2,272, W. G. M. Arthur,  
19th July—Kobe 13th July, General—  
Gibb, Livingston & Co.  
ERNEST SIMONS, French str., 2,890, R. Girard,  
19th July—Marseilles 20th June, Mails and  
General—Messageries Maritimes.  
KAWACHI MARU, Japanese str., 6,100, H.  
Petersen, 19th July—Shanghai 16th July.  
General—Nippon Yusen Kaisha.  
LOONGSANG, British str., 1,093, Picknell, 19th  
July—Manila 16th July, General—Jardine,  
Matheson & Co.  
MANDARIN MARU, Jap. str., 3,246, Yamamoto  
19th July—Miki 13th July, Coal—Mitsui  
Bussan Kaisha.  
MERPOO, Chinese str., 1,339, L. McArthur, 19th  
July—Shanghai 15th July, General—  
C. M. S. N. Co.  
PETERSEN, British str., 4,800, W. T. Hannal, 18th  
July—Shanghai 15th July, General—  
Butterfield & Swire.  
RUBI, British str., 1,619, R. W. Almond, 19th  
July—Manila 17th July, General—Shewan,  
Tomes & Co.  
SAXONIA, German str., 3,316, Habel, 19th July  
—Hamburg and Singapore 13th July.  
General—Hamburg-Amerika Linie.  
SUNGKANG, British str., 690, Q. H. Pennington,  
18th July—Cebu and Iloilo 14th July.  
Sugar—Butterfield & Swire.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

Annual Defic, French str., for Europe, &c.  
Chongching, British str., for Canton.  
Clara Jolene, German str., for Canton.  
Dagay, Norwegian str., for Tsingtau.  
Germania, German str., for Hongkong.  
Hainan, British str., for Swatow.  
Kiang Ching, Chinese str., for Canton.  
Meifoo, Chinese str., for Canton.  
Signal, German str., for Hainan.  
Peleus, British str., for Singapore.  
Yeto Maru, Jap. str., for Moji.

## DEPARTURES.

19th July.  
ERNEST SIMONS, French str., for Shanghai.  
LINAN, British str., for Shanghai.  
TAIYUAN, British str., for Sydney.  
YINCHOW, British str., for Canton.

## SHIPPING REPORTS.

The British str. Loongsang from Manila  
reports: Mod. N.E. winds and sea, and fine  
weather.

## VESSELS IN DOCK.

July 19th.

ABERDEEN DOCK.—  
Kowloon Dock—Hainan, Forwards, Peiho,  
Batuan, Mucan.  
COSMOPOLITAN DOCK.—  
TAIKOO DOCK—Hanchow, Chinkun, Yo-  
chou, Kamsu.

## VESSELS PASSED ANJER.

June 25, Dutch str. Rijndam, de Boer, May  
22, from Rotterdam for Batavia.  
June 26, British str. Mognet, Lemmond, June  
24, from Singapore for Cocos Island.  
June 28, German str. Plauen, Martin, April  
10, from Hamburg for Batavia.  
June 29, British str. Clan Macaulay, Redway,  
from Surabaya for Colombo.  
June 29, Dutch str. Tinor, Albert, May 22,  
from Amsterdam for Batavia.  
June 30, British str. 4-m. barque Drunellian,  
Watt, May 24, from Iloilo for Delaware  
Breakwater.  
June 30, British barque Kinfams, Ogilvie,  
from Surabaya for Batavia.  
June 30, British str. Queda, Coypes, from  
Colombo for Surabaya.  
July 1, French barque Beaumont, Coturel,  
April 26, from Saigon for Nantes.  
July 1, British str. Kwooley Hall, from  
Bora for Batavia.  
July 5, British str. Iria, from Bombay.  
July 5, British str. Ona, from Colombo for  
Surabaya.  
July 5, British str. Islander, Deans, July  
3, from Singapore for Christmas Island.  
July 6, Dutch barque Willem Eggerts, Feijes,  
July 5, from Batavia for Rotterdam.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to  
Rangoon, Madras and Mauritius.

## THE Steamship

"JAPAN."  
Captain J. G. Offord, will be despatched for the  
above Ports TO-DAY, the 20th inst., at NOON.  
Instead of as previously advertised.  
For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents.  
Hongkong, 17th July, 1909. [952]

## "SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

## THE Steamship

"SEGURA."  
Captain Hayes, will be despatched as above  
on SATURDAY, the 24th July.  
The attention of passengers is drawn to the  
excellent accommodation provided by this vessel  
at cheap rates. She is specially adapted for  
service in the tropics, being fitted with refri-  
gerating machinery, and Electric Fans in State-  
rooms. Doctor and stewardess are carried.  
Fare to London £35.  
For Freight or Passage, apply to—  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Hongkong, 12th July, 1909. [885]

## THE AMERICAN AND ORIENTAL

LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

## THE Steamship

"WELSH PRINCE."  
will be despatched for the above Ports on  
TUESDAY, the 10th August, 1909.  
For Freight and Passage, apply to  
ARNHOLD, KARNBERG & Co.,  
Agents.  
Hongkong, 1st July, 1909. [915]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2" midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL...	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON & ANTWERP	SEGURA	Brit. str.	—	Hayes	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
LONDON & ANTWERP via SINGAPORE &c.	MALTA	Brit. str.	—	G. M. Montford, B.N.E.	HAMBURG-AMERICA LINE	About 28th inst.
ANTWERP, ROTTERDAM & HAMBURG &c.	SAMBIA	Swed. str.	k.w.	Muller	MELCHERS & Co.	On 12th Aug.
COPENHAGEN & ST. PETERSBURG	SIAM	Ger. str.	k.w.	Jager	HAMBURG-AMERICA LINE	About 25th inst.
HAVRE & HAMBURG via STRAITS &c.	SEGOVIA	Ger. str.	k.w.	Secha	HAMBURG-AMERICA LINE	On 23rd inst.
HAVRE & HAMBURG via STRAITS &c.	SIATONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 31st inst.
MARSEILLES, ROTTERDAM & HAMBURG &c.	ARMAND BEHIC	Fr. str.	—	Lafont	MELCHERS & Co.	On 20th Aug.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	ISTRIA	Ger. str.	k.w.	H. Petersen	NIPPON YUSEN KAISHA	To-day, at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KAWACHI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	To-morrow.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SANUKI MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	To-morrow, at Daylight
MARSEILLES, HAVRE, COPENHAGEN, &c.	YEDDO	Dan. str.	—	O. Pahnke	NIPPON YUSEN KAISHA	On 4th Aug. at D'light
GENOA, MARSEILLES, LONDON & ANTWERP &c.	KAMO MARU	Jap. str.	—	W. G. Williams	NIPPON YUSEN KAISHA	About Middle of Aug.
CALLAO, IQUIQUE, &c. via JAPAN PORTS &c.	AMERICA MARU	Jap. str.	—	W. G. Williams	NIPPON YUSEN KAISHA	On 30th Aug. at Noon.
GENOA, MARSEILLES, LONDON & ANTWERP &c.	KLEIST	Ger. str.	—	W. G. Williams	NIPPON YUSEN KAISHA	On 28th inst. at Noon.
TRIESTE, &c. via SINGAPORE &c.	INDRAWADI	Brit. str.	—	W. G. Williams	NIPPON YUSEN KAISHA	About 27th inst.
NEW YORK via SUEZ CANAL	MONTEAGLE	Brit. str.	—	W. G. Williams	NIPPON YUSEN KAISHA	About 21st Aug.
BOSTON & NEW YORK	WELSH PRINCE	Brit. str.	2 m.	J. Mathes	ARNHOLD, KARNBERG & Co.	On 10th Aug.
VANCOUVER via SHANGHAI JAPAN &c.	EMPEROR OF INDIA	Brit. str.	—	J. Mathes	ARNHOLD, KARNBERG & Co.	On 24th inst. at 6 P.M.
VANCOUVER, B.C. TACOMA & SEATTLE via JAPAN	KUMERIC	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 30th inst.
VANCOUVER via SHANGHAI JAPAN &c.	MONTEAGLE	Brit. str.	—	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 18th Sept. at Noon.
TACOMA via KEELUNG, SHANGHAI & JAPAN	FITZPATRICK	Jap. str.	—	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 31st inst.
VICTORIA, B.C. & SEATTLE via KEELUNG &c.	AKI MARU	Jap. str.	—	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	To-day, at 4 P.M.
AUSTRALIAN PORTS via TIMOR, PORT DARWIN &c.	KAGA MARU	Jap. str.	—	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 17th Aug. at 4 P.M.
AUSTRALIAN PORTS via MANILA	YATATA MARU	Jap. str.	—	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	To-morrow, at Noon.
AUSTRALIAN PORTS via MANILA	YATATA MARU	Jap. str.	—	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 6th Aug. at Noon.
KOBE & YOKOHAMA	NIKKE MARU	Jap. str.	—	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 18th Aug. at 10 A.M.
NAGASAKI, MOJI, KOBE & YOKOHAMA	INABA MARU	Jap. str.	—	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 3rd Sept. at Noon.
NAGASAKI, MOJI, KOBE & YOKOHAMA	ATSUBA MARU	Jap. str.	—	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 23rd inst. at 5 P.M.
NAGASAKI, MOJI, KOBE & YOKOHAMA	NIKKE MARU	Jap. str.	—	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 20th inst. at 5 P.M.
YOKOHAMA	TIJANAS	Dut. str.	—	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 4th Aug. at Noon.
YOKOHAMA	CHONGSHING	Brit. str.	—	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	Quick despatch.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	To-morrow, at 4 P.M.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 28th inst. at 4 P.M.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	To-day, at Noon.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	About 20th inst.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	To-day.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	To-day, at Noon.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 22nd inst. at 10 A.M.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 22nd inst. at 4 P.M.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	About 22nd inst.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 25th inst. at D'light
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 27th inst.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 28th inst.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	About 28th inst.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 30th inst. at Noon.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 30th inst. at 4 P.M.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	About 30th inst.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 31st inst. at D'light
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	About Beginning of Aug.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	Quick despatch.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 2nd inst. at 10 A.M.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 25th inst. at 10 A.M.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	To-day, at 9 A.M.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	To-day, at 2 P.M.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 23rd inst. at 9 A.M.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	To-day, at 3 P.M.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 25th inst. at 4 P.M.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 24th inst. at Noon.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 28th inst. at 3 P.M.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 20th inst. at 4 P.M.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 31st inst. at Noon.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 23rd inst. at 4 P.M.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 24th inst. at 4 P.M.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	Beginning of August.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 28th inst.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	To-day, at Noon.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 21st inst. at 4 P.M.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	On 3rd Aug. at Noon.
YOKOHAMA	HUIKONG	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. CO.	Quick despatch.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the  
United States of America and Canada and also for the Principal Ports in Mexico  
and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
VANCOUVER, B.C. TACOMA & SEATTLE  
via  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* KUMERIC	6,232	J. Mathes	On 29th July.
* AMERIC	6,363	J. Boyd	On 26th August.
* SUVERIC	6,232	S. Shotton	On 23rd September.

\* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.  
† Calls at Keelung, Shanghai, Moji, Kobe and Yokohama.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED,  
GENERAL AGENTS,  
QUEEN'S BUILDINGS. 8

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST" Capt. O. PANNKE	Wed. day, 26th July, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN" Capt. B. WILHELM	About Wed. day, 28th July.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. H. RAEGENER	Friday, 13th Aug., at 10 A.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SENBIL	(Beginning of August)

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MEYERS & Co.,  
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 17th July, 1909. [5]

## CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

## "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at  
Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama,  
Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of  
12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER  
SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPERESS OF INDIA" SAT., 24th July.  
"EMPERESS OF JAPAN" SAT., 14th Aug.  
"EMPERESS OF CHINA" SAT., 4th Sept.  
"MONTEAGLE" SATURDAY, 18th Sept.  
"EMPERESS OF INDIA" SAT., 25th Sept.

From Quebec. "ALLAN LINE" FRIDAY, 20th Aug.  
"EMPERESS OF BRITAIN" FRIDAY, 10th Sept.  
"ALLAN LINE" FRIDAY, 1st Oct.

Steamships leave HONGKONG at 6 P.M.  
at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE,  
YOKOHAMA and VICTORIA B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at QUEBEC with the Company's NEW PALATIAL "EMPERESS"  
Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to  
Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped  
with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10  
Intermediate on Steamers ..... \$43 ..... \$45.

1st Class Railway Meals and Berth in Sleeping Car while  
crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates  
affording superior accommodation for that class.

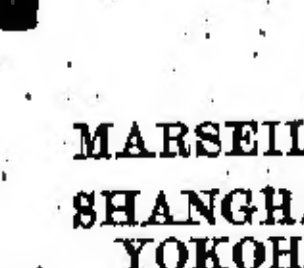
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members  
of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the  
Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China,  
Corner Pedder Street and Praya, opposite Blake Pier.

## MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE  
via SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN via  
SHANGHAI.



FOR	STEAMERS	TO SAIL
MARSEILLES, via PORTS	"ARMAND BEHIC" Capt. Lafont	On 20th July, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 2nd Aug. P.M.
MARSEILLES, via PORTS	"CALEDONNIEN" Capt. Casanova	On 3rd Aug., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta,  
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.  
Through Tickets to London, via Paris, from \$27 10s. up to \$71 10s. 20 hours Railway  
from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,  
Queen's Building.

Hongkong, 16th July, 1909. [2]

## VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

"GREGORY APCAR."  
Captain S. H. Belsom, will be despatched for the  
above Ports TO-DAY, the 20th inst., at Noon.  
This Steamer has superior accommodation  
for passengers, and is installed throughout with  
Electric Light, and carries a duly certified  
Doctor.

## RETURN TOURS TO JAPAN.

(Occupying 24 Days).  
Steamers leave about every 3 weeks for  
Shanghai and Yokohama returning via Kobe  
(Inland Sea), Moji to Hongkong, providing a  
stay of 5 to 6 days in Japan. Return tickets  
are available by the Indo-China S. N. Co.'s  
steamers. Fare for round trip \$120.

DAVID SASSOON & Co., Ltd.,  
Agents.  
Hongkong, 20th July, 1909. [959]

## "SHIRE" LINE OF STEAMERS, LTD.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

## THE Steamship

"CARMARTHENSHIRE"  
will be despatched as above on or about the  
20th inst.

The attention of passengers is directed to the  
excellent accommodation provided by this  
vessel at cheap rates. The steamer is specially  
adapted for service in the tropics, being fitted  
with electric fans in state-rooms and refri-  
gerating machinery. A Doctor and Stewardess  
are carried.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, 5th July, 1909. [928]



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 22nd July	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 24th July	See Special of Call.
LONDON and ANTWERP	MALTA	About 28th July	Freight and Passage.
ANG, COLOMBO PORT	Capt. G. M. Monford, R.N.R.	July	Passage.
SAID and MARSEILLES			
SHANGHAI, MOJI, KOBE	SUMATRA	About 30th July	Freight and Passage.
and YOKOHAMA	Capt. C. J. Benton, R.N.R.	July	Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 17th July, 1909.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 20th July, 3 P.M.
SHANGHAI	"CHINHUA"	On 22nd July, 4 P.M.
HOIHOW, PAKHOI and HAIPHONG	"SINGAN"	On 23rd July, 9 A.M.
CEBU and ILOILO	"SUNGKANG"	On 23rd July, 4 P.M.
SHANGHAI	"CHEYAN"	On 25th July, 11 P.M.
MANILA	"TAMING"	On 28th July, 3 P.M.
WEIHAIWEL, CHEFOO and TIENTSIN	"HUICHOW"	On 28th July, 4 P.M.
SHANGHAI	"ANHUI"	On 30th July, 4 P.M.
SHANGHAI	"LINAN"	On 31st July, 11 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.Z.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wooming.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 35.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE,

Hongkong, 20th July, 1909.

AGENTS. 11.

# DOUGLAS STEAMSHIP CO., LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAINUN"	AMOY	TUESDAY, 20th July, at 9 A.M.
"HAIYANG"	SWATOW, AMOY and FOCHOW.	TUESDAY, 20th July, at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOCHOW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK &amp; Co.,

GENERAL MANAGERS.

Hongkong, 19th July, 1909.

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# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"HANGSANG"	Tuesday, 20th July, Noon.
SINGAPORE, SAMARANG and SOERABAYA	"ONSANG"	Wed. day, 21st July, 4 P.M.
TIENTSIN VIA WEIHAIWEL & CHEFOO	"CHEONGSHING"	Wed. day, 21st July, 4 P.M.
MANILA	"MOONGSANG"	Friday, 23rd July, 4 P.M.
SANDAKAN	"MAUSANG"	Saturday, 24th July, Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Friday, 30th July, Noon.
MANILA	"YUENSANG"	Friday, 30th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 3rd Aug., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simpang, Tawau, Usuan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., LTD.,

GENERAL MANAGERS. 16

Hongkong, 20th July, 1909.

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

# CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond.	Manila	On 24th July, Noon.
ZAFIRO	2540	R. Rodger.	Manila	On 31st July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 16th June, 1909.

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# NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	KAWACHI MARU, Capt. H. Peterson.	6,500	WED. DAY, 21st July, at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELEUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.	SANUKI MARU, Capt. K. Homma.	6,500	WED. DAY, 4th Aug., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	AKI MARU, Capt. K. Sato.	7,000	TUESDAY, 20th July, at 4 P.M.
KOBE and YOKOHAMA.	KAGA MARU, Capt. M. Hagino.	6,500	TUESDAY, 17th Aug., at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO and SINGAPORE.	YAWATA MARU, Capt. T. Sekino.	5,000	FRIDAY, 6th Aug., at Noon.
SHANGHAI, MOJI and KOBE.	NIKKO MARU, Capt. M. Yagi.	6,000	FRIDAY, 3rd Sept., at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA.	INABA MARU, Capt. R. Takeda.	6,500	FRIDAY, 23rd July, at 5 P.M.
NAGASAKI, MOJI and YOKOHAMA.	CEYLON MARU, Capt. Fred. P. Rye.	6,000	MONDAY, 26th July, at Noon.
NAGASAKI, MOJI and YOKOHAMA.	MOYOI MARU, Capt. J. C. Richards.	4,000	WED. DAY, 28th July, at Noon.
NAGASAKI, MOJI and YOKOHAMA.	ATSUTA MARU, Capt. Wm. Thompson.	9,000	FRIDAY, 30th July, at 5 P.M.
NAGASAKI, MOJI and YOKOHAMA.	NIKKO MARU, Capt. M. Yagi.	6,000	WED. DAY, 4th Aug., at Noon.

# EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Co.'s Newly Built 9,000 Ton Passenger Steamers will be despatched from Hongkong as follows:

KAMO MARU - (Capt. F. L. SOMMER) - About Wed. 28th July.

MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 25th Aug.

ATSUTA MARU - (Capt. Wm. THOMPSON) - About Wed. 22nd Sept.

MYASAKI MARU - (Capt. W. BAINBRIDGE) - About Wed. 20th Oct.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

# CHEAPEST ROUND TRIPS

## BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st &amp; 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,  
MANAGER. 15-93

Hongkong, 8th June, 1909.

# HAMBURG-AMERIKA LINIE

## HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO.

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

For SHANGHAI, YOKOHAMA &amp; KOBE:

S.S. SAKONIA	20th July
S.S. DORTMUND	27th July
S.S. SUEZ	13th Aug.
S.S. C. FRED. LAEISZ	17th Aug.
S.S. AMBRIA	27th Aug.
S.S. NICOMEDIA	3rd Sept.
S.S. LIBERIA	15th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 15th July, 1909.

Hongkong Office. 12

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI

# RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG &amp; VLADIVOSTOCK.

# SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN and ST. PETERSBURG	"SIAM"	About 25th July
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	About beg. of Aug.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"YEDDO"	About Middle of Aug.

For Further Particulars apply to

Hongkong, 14th July, 1909.

MELOHERS & CO.,  
AGENTS. 6

# THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS.

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VUEX ROAD,

HONGKONG. 759

Japan Office:

14, WATER STREET,

YOKOHAMA.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS	LEAVES.
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"FITZPATRICK"	4,416	SATURDAY, 31st July
	"SEATTLE MARU"	6,178	SATURDAY, 28th August

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW, AMOY & FOCHOW	"SOSHU MARU"	THURSDAY, 22nd July, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"BUJUN MARU"	THURSDAY, 22nd July, at 10 A.M.
TAMSUI VIA SWATOW, AMOY & FOCHOW	"DAIJIN MARU"	SUNDAY, 25th July, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

877

T. ARIMA,  
MANAGER.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA,

HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6,000 tons gross	Sail Aug. 30th, at Noon.
S.S. HONGKONG MARU	6,000 "	Oct. 26th, at Noon.
S.S. MANSHU MARU	500 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 29th June, 1909.

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## VESSELS ON THE RERTH

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALACCA COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK VIA PORTS.

S.S. "MUNCASTER CASTLE" On 5th Aug.

For Freight and further information, apply to

DODWELL &amp; Co., Ltd.,

Agents. 967

Hongkong, 20th July, 1909.

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

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